11
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AROUND THE LAKES.

CLEVELAND.

N. S. Clark, of Detroit was in the city on the 4th.

The United States steamer Fessenden paid us a visit last week.

Tugs S. S. Stone, Maggie Sanborn, Doan, and Worswick are laid up.

The excursion boats from this port all had a very good business on the 4th.

The steamer Pearl had quite a large excursion to Put-in-Bay on Sunday.

The new iron steamer at the Globe Shipbuilding yard will be launched on Saturday.

The Thomas Parsons arrived here in a leaking condition with steam pump on board. She will go into drydock.

V. D. Nickerson, marine artist, left yesterday for Duluth, on the schooner Scotia. He takes along the best wishes of all his friends.

Captain W. D. Robinson, of Buffalo, has been appointed supervising inspector for this district vice Thomas N. Van Valkenburg.

The situation with the striking tug men remains the same. It was expected that the engineers would join the strikers, yesterday, but they did not.

The cruise of the Cleveland yacht club on the 4th was a very enjoyable affair. All the yachts, eleven in number, were under sail to Rocky River and back.

On account of bad trimming the schooner Jura, stone laden, sprung aleak as she was leaving harbor last week. She was towed up the old river bed and allowed to settle to the bottom.

Lighthouse Engineer Davis has advertised for sealed proposals for furnishing the material and labor of all kinds necessary for the completion of the metal work of the Port Sanilac lights. The bids will be opened at the engineer's office, 311 Woodward avenue, on July 15, the material to be delivered by the successful bidder at the lighthouse depot wharf, Detroit.

While discharging ore at the rolling mill docks the schooner Thomas Gown was damaged by the explosion of the boiler of the hoisting engine. The entire apparatus landed on the deck of the schooner, tearing off the forward port rail, several stanchions, and made quite a hole in the deck plank. John Visey and Charles Hatch were severely scalded. The Gawn is owned by W. C. Richardson and others of this port.

The Kitty Forbes went into Globe drydock for a new wheel; the Brunette to have her bottom thoroughly recalked; the tug Jessie to have her sea cock and pipes fixed; the Thomas Parsons to have her bottom recalked. The Globe drydock are repairing the damage to the Thomas Gawn at the rolling mill docks, received from the explosion of a pony hoisting boiler on the dock.

In the United States district court in the case of Archie Ruby and others, against the barge Sylvia Morton, decrees have been entered as follows: In favor of Archie Ruby for $60.00; L. D. Kies, $38.50; Sextus Bulman, $4.00; Ernest Bulman, $4.00; James Cummerford, $4.00, and C. E. Benham, $28.69, and an order has been entered for a distribution of the proceeds of the sale, and by the terms of the order the costs, amounting to $53, are first paid, and the balance applied on the claims for seamans' wages, paying them in full, leaving nothing to apply on the claim of C. E. Benham. The net proceeds of the sale were $163.50.

MILWAUKEE.

The application of the owners of the propeller Imperial, recently fitted out an excursion boat, for a license to carry two hundred passengers, has been refused by the local inspectors, who claim her unseaworthy. An appeal has been taken to Supervising Inspector Cook, who comes here from Detroit to examine her.

CHICAGO.

Special to the Marine Record.

The schooner J. B. Kitchen, Captain Henry Peterson, arrived on the lumber market at this port on Thursday last, with posts and ties from Big Bay de Noque. She has been trading this season between Escanaba and Fayette, with iron ore, but through depression in trade the Jackson Iron Ore Company shut down their works, consequently she had no more to do in that direction.

The schooner Z. Y. M. C. A., Captain Ferris, which was recently in collision with the schooner G. Ellen, arrived at this port Saturday night, with lumber from Hamlin. The only damage done to her was the carrying away of two stanchions and some bulwarks on the starboard bow.

Edward Nelson, one of the crew of the schooner G. Ellen, injured when the collision took place between her and the Z. Y. M. C. A., is at the Chicago marine hospital and is doing well.

The fine Union line steel steamship Tioga, Captain Samuel Shannon, arrived at this port from Buffalo, laden with 2,500 tons of coal, consigned to Robert Law, Sunday afternoon about 5 p. m. She is a splendid looking ship and everything about her is superb and complete. She has a good looking bow and an almost incomparable stern, and with her excellent steering gear, manufactured by Williamson Brothers, of Philadelphia, and her steam capstan and windlass forward, and steam capstan aft, manufactured by the Providence Windlass Company, Providence, R. I., and her splendid engine, boilers, and pumps, she is complete as modern improvements can make her. She averaged over 12 miles per hour, coming up, with not over 80 lbs of steam, and Engineer Mayberry is confident that she will make 16 miles per hour when he gets her in good running order.

S. Murphy's tug Andrew J. Smith, Captain George McCullough, arrived at this port Saturday with the barges R. A. Corney and Harvey Bissell, with lumber from Bay City.

The Goodrich Transportation Company's steamboats are all running on their regular routes and doing good business in the passenger and freight trade.

The tugs Bob Teed, C. W. Parker, Geo. B. McClellan, Prindiville and Chicago have been laid up to await better times.

At Miller Brothers' drydock the steambarge T. W. Snook was in for a new wheel; the sloop yacht Wasp to have her bottom cleaned and painted; the tug W. L. Ewing got some new stanchions and rail and covering board, and some new plank in her bottom; the tug Babcock got her shoe and stern bearing fixed; the tug Munson got a leak stopped and her stern bearing fixed; the steambarge George Dunbar got a piece of new plank in her bottom; the schooner Levi Grant received some repairs; the schooner Minerva a new rudder post.

Miller Brothers new sloop yacht Minnie M. has received her mast and spars, her cabin is being completed as fast as possible, also her sails. She will compete in the Phœnix yacht club regatta at this port on the 11th inst.

The Chicago yacht club's eleventh annual regatta on the 4th was a very tame affair. Commodore Fisher's splendid yacht Idler, having no competitor, took the part of starter, and then went for a cruise to watch the racing yachts and returned in time to see the finish. Captain John Prindville's fine sloop yacht Wasp was the only one in the first class; the Scotch built cutter Verve the only one in the second class, and the sloop yachts Perl, Zephyr, O. K., Harry Burke and Owl, and the cutter yacht Una were the competitors in the third class. The gun was fired from the Idler at 11 a. m., and the yachts passed the starting point as follows: Verve, 11 h., 05m. 30s.; O. K., 11h., 05.,53s.; Zephyr, 11h., 06m., 32s.; Owl, 11h., 06m., 55s.; Perl, 11h., 07m., 25s.; Harry Burke, 11h., 08m., 30s.; Wasp, 11h., 11m., 00s.; Una, 11h., 14m., 25s. The race was over a triangular course of 21 miles. There was very little wind to test the sailing qualities of the yachts. The time of the arrival of the winners was as follows: Wasp, 2h., 44m., 28s.; Verve, 2h., 49m., 39s.; Perl, 3h., 10m., 42s. Very little interest was taken in the event by persons outside the Chicago yacht club, and at the yacht club house not a bit of bunting or even a United States flag was displayed, although it was the 4th of July.

The Phœnix yacht club at this port will hold their regatta on the 11th. A large number of yachts have been entered.

The schooner Cecilia was in bad luck Monday afternoon. She was being towed up the river by the tug Union, and when near Van Buren street bridge she came in collision with a scow at a dock on the west side of the river and a propeller going down the river. The Cecilia had her jibboom and head gear and cathead carried away, and her two jibs and some stringers, stanchions and bulwarks damaged.

A mean trick was played upon Captain John Councer, of the schooner Skylark, at Cheboygan, Wis., on the 1st inst, by Charles J. Kitchen and Wm. W. Strohn, owners of a tug at that port. Captain Councer was at Cheboygan, loading four days, and on the evening of the 1st, at 6 p. m., when about to leave, his vessel was libeled for a tow bill, contracted two years ago by the Skylark, and instead of having to pay $9.00, the amount of the tow bill, he was mulcted in the sum of $45.09 in settlement of the libel suit in the eastern district of Michigan United States court. The captain received no notice of any suit being had against him and says that he has been defrauded through the instrumentality of some shyster lawyers, with the consent of the towing firm. Captain Councer wishes his thanks publicly expressed to Mr. Nelson, of the Cheboygan Lumber Company, for the assistance afforded by him in helping him out of his dilemma.

Record of transfers and sales at Chicago Custom House, July 2: Steamer Grace Grummond, bill of sale, one-half, $2,500, Hiram M. Martin to Wm. Schofield. July 6, steamer Grace Grummond, bill of sale, one-half, $2,500, Frank H. Parker to Julia M. Parker.

WILLIAMS.

EAST SAGINAW.

Special to the Marine Record

Thursday afternoon the barge Sunbury, Captain Zach Lapham, was engaged by Captain Chas. D. Van Norman, of the barge A. T. Bliss, to lighter the last named vessel off the Crow Island, about four miles below the city. Captain Lapham proceeded with his vessel to the bar, and the steamer W. R. Burt took a large crowd of dock wollopers, among whom was a Frenchman named Jean Oullette. A portion of the lumber was transferred to the Sunbury. The Bliss had passed over the bar and the lumber was being transferred back again on the latter vessel when Oullette, who was in the act of lifting a board up to place it on the Bliss, suddenly threw up his hands, exclaiming, Oh, my God! and fell into the arms of a fellow workman. His head was bathed, and restoratives used, but to no effect, as life was extinct. Coroner Campbell impanneled a jury and held an inquest which resulted in a verdict from heart disease. Oullette was a single man.

Lumber shipments during the week past have been very light from this end of the river, the barges Gould, Belle Hanscome, C. L. Young, Myron Butman, Col. Bracket, and White & Friant being the only ones having secured loads. The prospects for the coming week are much better. The captain of the schooner Belle Hanscome that loaded at Cross, Randall & Gordon's docks this week, was bothered to death by the various tug captains after his tow bill down. He finally announced that he would put her up at auction, the lowest bidder to do the work. The tug George B. Dickson came up from Bay City, offering to take her down for $10. The tug Standard would do the same; but the Willie Brown laid them all out by giving the skipper a little side talk, and it is thought the price received would have hardly got the crew a bunch of fire crackers to celebrate the 4th with. But revenge is sweet to the tug men, and they are all after it, which is a picnic for the vessel men. The Hanscome's regular tow bill is $31 from this city to the Bay.

The schooner Fostoria is lying in ordinary at this port.

The barges Sea Gull, E. L. Gould, E. Cohen, Star of Hope, St. Joseph, Mariner and Spademan all discharged coal at Morley, Ewen & Co's docks during the past week.

The P line barge Matilda brought up a deck load of coal for the Boom company on her last trip.

Captain Porter Stewart recently got a "plumb" out of a lottery scheme and is thinking as the result of building a steam lighter that will accommodate ten cars, and will be used in transferring lumber from our various mill docks to the railroads.

The steamer Wellington R. Burt, Captain Robert Medler, did an immense business on the 4th and 5th, over two thousand people having been carried during the two days.

Parties wanting anything in the line of a second hand steam yacht will do well to send to Harry Shaw, this city, for description of two fine crafts he has for sale.

Some of our boys who thought a blaze would not be out of order on the night of the 4th, set fire to the cabin and hull of the old barge Antelope, a Canuck, that has been in the way of raftsmen and others for the past three years in the Emerson bayou. She was burned to the water's edge. The loss is small, as everything of any value had been removed long ago. She was owned by Mrs. Henry Turner, of this city.

The barge Ida Corning, light, sailed out of the river to-day, and will go to Ohio for coal, to Lake Superior. The Corning will be a consort of the propeller P. Chamberlain.

SHAW.

MUSKEGON.

Figures for the fiscal year ending June 30, 1885, taken from the books of the Custom House place the port of Muskegon next to Chicago in amount of tonnage which enters and clears. These figures show the total tonnage which entered this port to be 479,607; total tonnage which cleared, 480,411. Total vessel clearances during the fiscal year: Steam, 1,221; sail, 1,531. The total arrivals during the same period were: Steam, 1,216; sail, 1,518. The port was closed from December 11, 1884, to April 22, 1885. The total lumber shipments during the named period were 481,027,000 feet; shingles, 135,370,000; lath, 28,916,000.

The Custom House has issued the following notice to vessel men: "Commencing July 1, 1885: Whenever a white flag with a square black center is displayed from the flagstaff on Mason's block, with a red flag below it, pay no attention to it, as it is for the benefit of farmers, meaning that a cold wave is approaching. Whenever a storm is expected, the red flag will take the place of the white from six to ten hours before the storm arrives.

PORT COLBORNE.

The schooner W. Keller, bound up, loaded with coal, sprung aleak here and sunk in the harbor on the 3d. She went down so suddenly that the crew did not have time to get their dunnage off her. She was bound from Fair Haven to Detroit with 500 gross tons of coal. She was lying on the side of the harbor resting on the side of the wall, and careened over. The captain, not thinking the vessel was making water, had a tug come to pull her off, expecting to see her right up. But when the tug pulled out, she failed to come up, and went down near the center of the harbor. She lies on about an even keel, on a mud bottom, in about eighteen feet of water. Her cargo is insured in the Continental, and her hull in the pool.

CLAYTON.

I was wrongly informed of the vessel that run on the shoal below Rock Island light. It was the schooner Proctor instead of the Speedwell.

The steamer St. Lawrence is now making three trips a day between Cape Vincent and Alexandria Bay.

Vesselmen

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MARITIME LAW.

DEMURRAGE—DELAY DISCHARGING IRON ON LIGHTERS THROUGH ICE WITHIN EXCEPTION OF "FROST" IN CHARTER PARTY.

District Court, Southern District of New York.

John Aalholm vs. A cargo of iron ore.—Buttler, Stillman & Hubbard for libelants; Jas. K. Hill, Wing & Shoudy for claimants.

This libel was filed to recover demurrage for the detention of the Norwegian bark Emigrant in the loading and discharge of a cargo of iron ore under a charter of that vessel from Carthagena, Spain, to New York. The charter provided that she should take on board "say about 600 tons of iron ore to be loaded and discharged at the rate of 70 tons per weather working day of 24 hours, Sundays and holidays excepted;" the cargo "to be received and delivered in turn as customary at the ports of loading and discharge" and "delivered as directed by the consignees;" the charterers to have "the option of averaging the days for loading and discharging in order to avoid demurrage;" "lay days" to commence at 6 o'clock in the morning after the ship is reported and ready to load or discharge, of which the captain is to give notice in writing to the shippers and consignees;" demurrage over and above the said lay days £8 per day of 24 hours; except in case of any hands striking work, frosts or floods, revolutions or wars, or any unavoidable accidents which may hinder the loading or discharge. The number of lay days was not specified.

The vessel took on board at Carthagena 560 tons of ore, occupying ten weather working days, and arrived with it at New York on the 22d of January 1881. After being first directed to go to Jersey City, to which objection was made by the captain, she was directed to Atlantic Docks, Brooklyn, to be discharged in lighters. The discharge was commenced on the 27th of January, as soon as the bark was ready, but was not completed until the 11th of February. Two days time having been lost at Carthagena, the libelant claims that but six remained available to the claimants, leaving eight days detention for which demurrage was claimed.

Brown, J.

The claimants by their charter party had a right to direct the ship to her place of discharge. They first directed her to a dock in Jersey City. The captain objected to going there, reporting to the claimants that on inquiry he had been told that there was not sufficent water at the dock assigned. The evidence as to the actual depth of water there is, however, inconclusive and unsatisfactory. Had the landing taken place at the dock at Jersey City, the discharge would have been made into cars rapidly and without interruption. The ship was at that time just outside the Atlantic Docks, Brooklyn. Upon this objection of the captain the claimants told him he might go to the Atlantic Docks, and that they would discharge on lighters there. The captain accordingly moved inside of the docks, but did not get a berth alongside any wharf, and the claimants had lighters in readiness before the ship was prepared with proper appliances or "ready to discharge." There was some ice inside Atlantic Docks when the ship moved in, but no objection was made to this dock on that account, nor does the libel claim that the assignment to these docks was, under the circumstances, improper. The continued and increasing cold caused such an accumulation and freezing up of the loose ice within the dock, that the necessary changes in the position of the lighters in order to receive the ore could not be made without numerous delays. The actual discharge commenced on the 27th January, and was not completed until the 11th of February, occupying 14 working days. The stipulated rate of 70 tons per day would have occupied but eight days. I am satisfied from the evidence that the detention was caused through ice, from increasing and continued cold weather after the ship had taken up her position within the docks, and after the lighters were alongside from first to last.

The customary mode of discharging iron ore in New York is either upon the dock or upon lighters. When discharged in lighters the usual practice to move the lighter along from time to time beneath the place where the ore is dumped. The difficulty here was that the lighters were so wedged in by the ice that great delays were caused in the necessary shifting of the lighters in order to trim the cargo properly and afterwards in trying to trim the cargo without shifting.

The libelant claims that the cargo might have been trimmed faster by employing men with wheelbarrows to trim the cargo by wheeling it fore and aft, instead of moving the lighters. But that was at best a slow mode of loading, and it was very speedily adopted when the lighters became frozen in, and was applied with reasonable diligence. That was not, however the customary mode of unloading into lighters, and the "customary" mode of unloading was all that this charter party required. In Tapscott vs. Balfour (L. R. 8 C. P., 46, 53) it was held that these words refer especially to the *mode* rather than to the time of unloading while in Postlewaite vs. Freeland 15 App. Cas., 599) the words "all dispatch" were held to put the ship to all the risks of the customary disabilities and detentions at the port through lack of lighters procurable by the charterers.

If in the present case the detention by ice in handling the lighters during the process of unloading was a detention by "frost" within the meaning of this word in the charter party, then the detention in this case is within the exception of the charter, and the claimants are not liable unless the detention could have been avoided by ordinary and reasonable diligence, The evidence satisfies me that from the first all the usual men were employed and ordinary diligence was used for trimming the cargo and for charging the lighters, and that when it became apparent that more men were needed to trim the cargo, ordinary diligence was used in getting additional men with wheelbarrows for that purpose.

Extraodinary diligence and efforts to this end certainly are not obligatory on a charterer in order to avoid the consequences of the very cause that is contemplated and provided for in the exception. The requirement to discharge 70 tons per day was subject to this exception of "frost."

I see no reason to question that the obstruction in moving the lighters caused by ice as the result of "frost within the meaning of this exception of the charter party. Frost here means freezing; and it includes any freezing that would obstruct the loading or unloading of the ship. In the cases of Key vs. Field (8 Q. B. Div., 592-10 App. Cas., 2411 and Coverdale vs. Grant (8 Q. B. Div., 500—9 App. Cases, 770) both of which were elaborately considered; no question was made that an impediment through ice was within the meaning of the exception of "frost" in the charter party. But it was held that it did not apply to impediments by lee in transporting the goods from some other place to the place of loading; but only to such impediments existing at the very place of loading or unloading. Such is precisely this case. Hudson vs. Ede. L. R. 1 Q. B., 566; 3 do., 412; The Norman, 16 Fed. Rep., 879.

The charter party in this case provided that the time was to be counted only from 6 o'clock of the morning next after the vessel "is reported and all ready to load or discharge, of which the captain is to give notice to the consignees." This manifestly means a present readiness to commence the actual discharge. No time can be counted, therefore, as lay days, except from the ship's actual readiness to begin the discharge either upon the wharf or lighters. Carsenego vs. Wheeler, 16 Fed. Rep. 248; Tielman vs. Plock, 17 do., 268 21 do., 349; Murphy vs. Coffin, 12 Q. B Div , 87.

The ship accepted the proposed discharge upon lighters as the mode of discharge in this case. She never got a berth alongside a wharf where she was ready to discharge in any different manner. The exceptions of the charter party must therefore be applied to the mode of discharge agreed upon and followed by the parties. Gronstadt vs. Witheff, 21 Fed. Rep., 253, 255. No question arises as to what delays might have been experienced in attempting to unload at a berth alongside a wharf; for the ship never got a berth nor attempted to get one, though there is no reason to suppose that she could not have obtained a discharging berth instantly. The disadvantage to the ship by that mode of discharge might have been equally great, since by the terms of this charter the lay days would begin only from the time of getting a berth. Cases *supra*; and see Robertson vs. Jackson, 2 C. B., 412; Leidemann vs. Schultz, 14 C. B., 38; Lawson vs. Burness, 1 H. & C., 396; Kell vs. Anderson, 10 M. & W., 498.

No evidence being offered to excuse the two days delay at Carthagena, and the lost time not being made up through any more rapid discharge here, so as to fall within the "average" clause of the charter, the libelant is entitled to a decree for two day's demurrage, amounting to £16 with interest and costs.

March 21, 1885.

REVENUE MARINE SERVICE.

Special Correspondence to the Marine Record:

WASHINGTON, D. C., July 7.

"Yes, smuggling is gradually decreasing," said Captain Ezra Clarke, chief of the revenue marine service of the United States, in his comfortable office in the treasury building to day. "You boys may joke about the 'hoss marines,' but our little navy of cutters is not to be sneezed at."

The revenue marine service is one of the most important departments of the government. The duties of the thirty-six vessels in the service are so assigned as to form one continuous coast guard for the United States, covering every inch of lake and sea coast, from the Rio Grande, along the Atlantic coast, St. Lawrence, and the great lakes to Duluth, at the furthest western extremity of Lake Superior; and from southern California to the Aleutian islands. The revenue marine service is as old as the government itself, having been established as early as 1790.

In ante-bellum days its sphere of action was limited to the duties of protecting the revenue laws, but in later times its efficiency has been so increased as to make it preeminently a valuable branch of the government. The vessels engaged in this service are officered and manned by men having a special, technical education to fit them for the peculiar duties. Since 1877 admission into the service has been by competitive examination; prior to this period the recruits were taken from the merchant marine service and the United States navy. In 1877 the cadet system was established by Congress. This act required that, to be admitted into the service, the candidate must first pass a physical and metal examination. If he passes this he reports at New Bedford, Mass., and is immediately sent on a three months' deep sea cruise, during which his natural fitness and adaptability for the more practical duties of sea life are thoroughly tested. If his conduct during this voyage is satisfactory, he is then put to school on board the ship where he must remain for two years.

The course of study on the school ship embraces seamanship in every detail, from making fast a cable to taking command of a ship; in navigation in its practical and higher theoretical branches; theory and practice in gunnery, both with large and small arms, together with a very rigid course of study usual in academies on shore. In the meantime, should any disease of a chronic nature develop in the cadet, he would be dismissed. If he pass his examination, at the end of the two years he is admitted a member of the service with a salary of about $900 per annum. From this point he may, by strict attention to duty, study, gentlemanly deportment, etc., work himself up to the grade of captain, the highest rank in the service. Experience has shown that the probationary period for fitting the cadet for the duties of a thorough seaman, is too short. In consequence the Department contemplates extending that period, for it is not infrequent to reject a candidate after two years' study.

The vessels which patrol the whole of our coast, to be vigilant, are necessarily kept constantly in motion. The "Corwin," now cruising in the Alaska seas, travels ten thousand miles, from April to November. The primary object of the revenue cutter is to prevent smuggling, but a multitude of other duties have devolved upon it in its co-operation with the life saving service, the lighthouse service, the coast survey, and other kindred branches of the government. It is the duty of a revenue cutter to board every vessel coming from foreign ports; and to board every coaster where it is necessary to enforce the navigation laws, as where the proper lights are not exposed, or to see that it is not overloaded with passengers, or that it has competent officers, etc.

The thirty-six vessels cruised 317,842 miles last year, and boarded and examined 26,282 vessels. Of the vessels examined 2,270 were in some particulars, violating the law. Trial in such cases simply amounts to a hearing before the collector of customs at the port to which the vessel is bound and a fine is imposed by him, which is regulated by law. It is only in plain cases of negligence that the penalty is fully enforced, but if the owner thinks he has been unjustly dealt with he can take an appeal to the Secretary of the Treasury. The merchant vessels receive, in the shape of relief in cases of distress, much more than they pay to the government by way of penalties, etc.

The number of merchant vessels assisted while in distress last year was 246. The value of these vessels, with their cargo, was $7,150,572; on these vessels there were 3,310 persons. This duty, done by the marine service, by which so much property is saved and human suffering alleviated, is performed in the season when the coast is swept by perilous gales. It is a life saving work as well as property saving. During that year sixty-three persons were picked out of the water and saved.

The officers engaged in this service are of four grades, viz: Captain, lieutenant, second lieutenant, and third lieutenant; one of each grade being assigned to every vessel in the service.

The revenue marine occupies a position before the law as semi-military. It may be called upon by the President to co-operate with the United States navy, either in time of war or peace, but the duties for which it was established are of a civil nature. Punishment for misconduct is by suspension or dismissal. If a member of the service commits a punishable offence the civil law takes cognizance of it. The service is not burdened by trials by court martial, yet the most perfect order and discipline prevail. The officers of the service are kept constantly engaged and the results of their work are praiseworthy and valuable. The competitive method adopted by which promotion is gained has produced a spirit of emulation for self improvement which has a marked effect in raising the metal standard. Drunkenness among cadets, since this system was adopted, is rarely known; it causes summary dismissal.

The increased efficiency of the service and the improvement in its personnel in the past ten years are due to the new methods adopted in conducting it. Its *morale* has reached a standard as high as that of any department of the government. The relief work performed is the most effective of any assigned to it. An important duty has been done by this service in Alaska since the acquisition of that country by the government in 1868. Under the directions of its officers the government has obtained information concerning the most available channels of commerce, probable haunts of smugglers, surveys of the coast, soundings, eligible locations for lights, and other aids to navigation; location of cod fishing banks, and coaling stations, as well as valuable data regarding the geography, physical characteristics, resources and productions of the country, and information regarding its inhabitants. The revenue service in Alaska stands for, and is, in fact, the government. The coal fields discovered there will prove valuable in future in supplying vessels bound for the Arctic seas.

None of the vessels in this service are over 500 tons burden, and some will go as low as 250 tons, but they are of good model and supplied with modern machinery, neat, trim, fast and able of their type. They are constructed under the supervision of the Treasury Department.

The cutter "Perry" will make 16 knots an hour, and several others can make about the same speed; there are few if any that will run below 13 knots an hour. The finest vessel in the service cost but $80,000.

To promote the efficiency of the service in its relief work the officers feel an especial pride, and hope to show a decided decrease in the loss of property and life in the next year. The perfection of the service by which these casulties may be reduced to a minimum is necessarily slow, but it is predicted that point will be reached within the next decade.

E.

RANGE LIGHTS IN NIAGARA RIVER.

Notice is hereby given that, on and after July 5, 1885, two white lights will be established as a range for entering and leaving Niagara River, N. Y.

The lights are locomotive headlights, placed at the head of white masts, twenty-eight feet high, surmounted by circular gridiron day-marks, with slats printed alternately black and white.

The front light is on the outer bank of the Erie Canal, 800 feet east by south from the Buffalo waterworks inlet pier, and is thirty-three feet above the water level of the canal.

The rear light is in Niagara street, city of Buffalo, 976 feet from the front light, and is eighty-three feet above the water level of the canal.

This range is designed for crossing Lime Kiln Reef, and intersects the channel on the east side of the waterworks crib about 1,000 feet above the crib. Heavy tows, after passing the lower buoy, will probably have to keep well up on this range in order to make the turn without being carried too close to the crib by the strong current. By order of the Lighthouse Board.

STEPHEN C. ROWAN,
Vice Admiral United States Navy, Ch'm.

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DETROIT, MICH.
T. F. NEWMAN, Passenger and Freight Agt.,
Cleveland, Ohio.

EXCURSION TO THE ROCKY MOUNTAINS,

Yellowstone Park, California and all Points West, via

BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

TUESDAY, JULY 14, 1885.

Personally Conducted by

D. JAY COLLVER, Passenger Agent.

Elegant cars through without change between Cleveland and Denver, Co orado

Reduced rates in general at hotels, for carriage drives, for ponies into the mountains, &c., &c. No grander or more health giving and profitable vacation can be planned. Now is the time to see this vast mountain region, with its most gorgeous and fascinating scenery, under the direction of an experienced guide and at greatly reduced cost over any independent method.

A Grand Party! A Grand time for a vacation! A Grand Opportunity! Improve it.

Full information can be obtained of ticket agents.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, June 28 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation	†7 45 A M	
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 85, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 20 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via "	§6 05 A M	6 30 A M
No 25, Mich. Accom Norwalk		†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Bac Ex via Norwalk	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m, and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel,

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Accommodation	*10 40 A M	*10 45 A M
Chicago Accommodation	*9 02 P M	
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	Arrive.	Depart.
Chicago Accommodation		*6 45 A M
Fostoria Accommodation	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:45 a. m., *1:35 p. m., §10.50 a. m., §5.4 p. m., §1.35 p m.

EUCLID AVENUE ACCOMMODATION.

Depart—*6 24 a. m., *9:10 a. m,. *5:05 p. m., §8 45 a. m., §12.15 p. m., §4 25 p. m.

*Daily except Sunday. §Sunday only.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

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B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager, Cleveland, O.

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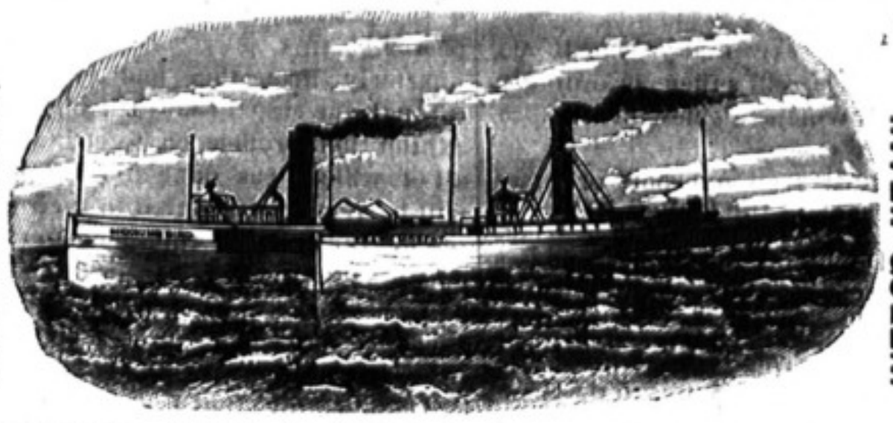
New Iron Tug.

Dimensions 8 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ⅜ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

GLOBE SHIPBUILDING CO.

MOFFAT TUG LINE.

TUGS. MOCKING BIRD, JOHN MARTIN, FRANK MOFFAT,



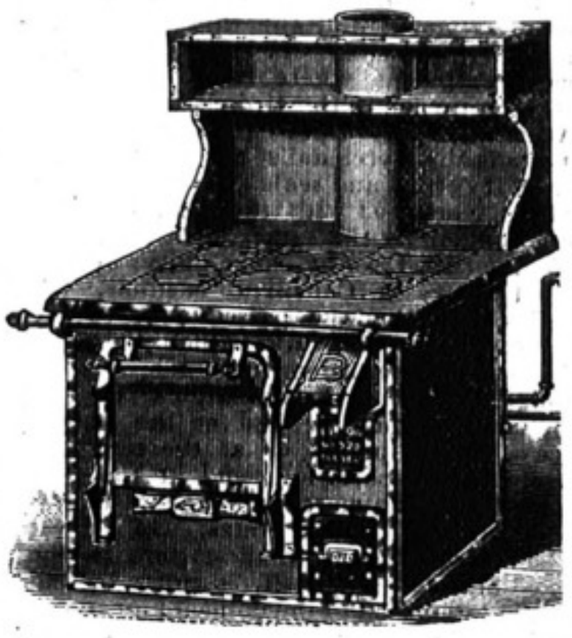
TUGS. ADMIRAL PORTER, KITTIE HAIGHT, RIVER QUEEN.

WRECKING AND RAFT TOWING A SPECIALTY.

Steam Pumps, Hawsers and Divers to Let.

JOHN CORNWALL, Supt., Port Huron, Mich. | A. N. MOFFAT, Prest., Ft. of Shelby-st., Detroit, Mich

BORN'S WROUGHT STEEL RANGES FOR STEAMBOATS, Hotels & Restaurants.



Born's Wrought Steel Range, 9x24, has one oven 24x24, and 15½ inch high has 6 9-inch boiler holes; top cooking surface, 3 feet 4 inches, by 2 feet 7 inches.

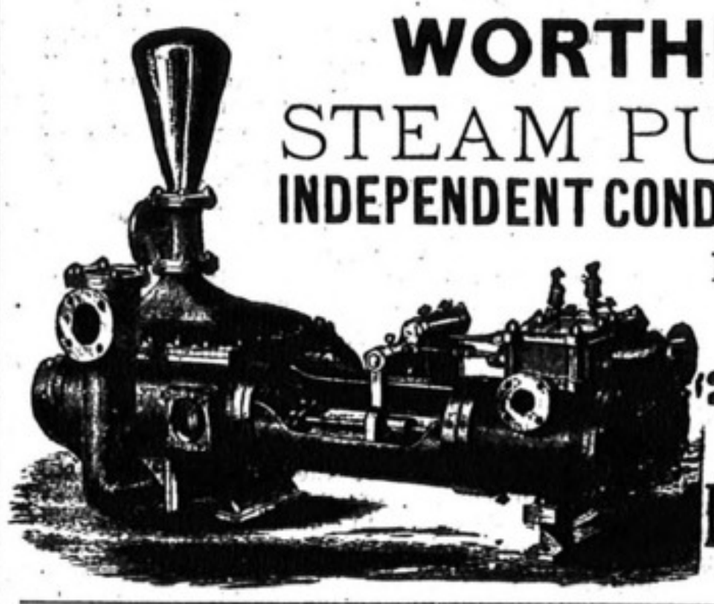
No. 9x26 Wrought Steel Range has one oven 26x26 and 15½ high, has 6 9 inch boiler holes, top cooking surface 3 feet 10 inches by 3 feet.

No. 9x26 Range has 10 9-inch boiler holes Size of ovens 26x26 inches each. Top cooking surface 6 feet by 3 feet.

No. 9x18 double oven range has 8 9 inch holes. Size of ovens 18x26 inches each. Top cooking surface 5 feet by 3 feet

These are durable, well made ranges, adapted to Vessels, Hotels and Restaurants SEND FOR PRICES. F. & H. BORN, Cleveland, O.

WORTHINGTON STEAM PUMPS AND INDEPENDENT CONDENSING APPARATUS.



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ANCHOR BRAND TACKLE BLOCKS,
Stove and Warehouse Trucks,
ALL STEEL ROLLER BUSHING,
Phosphor Bronze Self-Lubricating Bushings.
GOODS FOR SALE BY PROMINENT DEALERS EVERYWHERE.
Ask for Anchor Brand Blocks.
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Single Inside Iron Strapped, No. 7

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, July 1, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended June 27, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,366	.....	Sl.	Albert Darling,	28.33	26.92	Tuckerton, N. J.
106,367	K D C H	Sc.	Addie C. Hesseltine,	135.64	128.86	San Francisco, Cal.
126,302	.....	Sc.	Cora,	173.27	88.23	New York, N. Y.
126,303	.....	Sl.	Christina,	6.59	6.25	New York, N. Y.
126,304	.....	Sc.	Chas. C. Buel,	192.46	192.46	Ogdensburg, N. Y.
135,848	K D C J	Sc.	Edmund G. Tanlane,	440.18	418.17	Somers' Point, N. J.
85,889	.....	Sc.	Gracie B. Richardson,	62.64	59.54	San Francisco, Cal.
155,116	.....	Sl.	Ollie,	18.92	18	Bellport, N. Y.
			STEAM VESSELS.			
106,368	.....	St. s.	A. Folsom,	672.36	520.97	Bay City, Mich.
106,369	.....	St. p.	Aurora,	406.32	328.88	San Francisco, Cal.
120,619	.....	St. s.	Flora,	24.35	17.91	Blue Island, Ill.
95,852	.....	St. s.	Haven Belle,	119.08	59.54	Tuckerton, N. J.
95,853	.....	St. s.	H. B. Joyce,	291.50	197.46	Portland, Me.
76,583	.....	St. y.	John G. Ebert,	.99	.50	Philadelphia, Pa.
14,439	.....	St. s.	Kate White,	28.25	14.13	Erie, Pa.
140,773	.....	St. y.	Ladoga,	51.88	27.95	Bristol, R. I.
91,773	.....	St. s.	Messenger,	18.07	9.04	New Haven, Conn.
116,053	.....	St. s.	Sirius,	14.02	7.14	Clayton, N. Y.
25,259	.....	St. s.	U. S. Grant,	35.67	17.84	San Francisco, Cal.
			UNRIG'D VESSELS.			
56,561	.....	Barge.	Republic,	63.88	60.69	Burlington, Vt.
62,873	.....	Barge.	Wm. Wheeler,	309.06	309.06	Ogdensburg, N. Y.

JARVIS PATTEN, Commissioner of Navigation.

Grummond's Mackinaw Line.

1885. Steamers of the above line 1885.

FLORA,	*ATLANTIC,*
W. E. COMER, Master,	J. R. JONES, Master,
LEAVES DETROIT	LEAVES DETROIT
Every Tuesday, 9 p. m.	Every Saturd'y, 9 p m.

FOR MACKINAC, ST. IGNACE, CHEBOYGAN. Rogers City, Crawford's Quarry, Presque Isle, Alpena, Black River, Alcona, Harrisville, Oscoda, Sand Beach, Forestville, Forster, Sanilac, Lexington, Port Huron, St. Clair, and Marine City, connecting at Cheboygan with steamers for Petoskey and Charleyvoix; at Mackinac with steamers for Sault Ste Marie, Manistique, Escanaba and Green Bay.

For Toledo Steamer FLORA leaves Detroit every Sunday evening at 9 o'clock. Returning leaves Toledo Tuesday at 8 o'clock a. m.

For Cleveland, Lorain and Huron Steamer ATLANTIC leaves Detroit every Thursday morning at 9 o'clk. Returning, leaves Cleveland Friday at 8 p. m.

For rates of freight or passage apply on board the boats or to GEORGE CHAMBERLAIN, Agent. Dock foot of Superior street.

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Vessels chartered, purchased and sold; contracts made for coarse and heavy freights,
Lake Superior and Escanaba iron ore charters for single trip or season a specialty.

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ALEX McDOUGALL,

VESSEL AGENT AND BROKER,
Duluth.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

JAMES T. ROSE,

Vessel Agent and Broker,
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I have an excellent gang of Trimmers this season, Captain Miller's old Crew.
Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.

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Attorney, Proctor & Advocate,
ROOM 6, 190 SUPERIOR ST.,
CLEVELAND, OHIO.

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL
Cleveland, Ohio

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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Invariably in advance.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office.

The MARINE RECORD can be found for sale by the following news dealers:

CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rohmer, Michigan street Swing Bridge.

DETROIT, MICH.—O'Neil & Arseneau, Mills Tug Office.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH—William Godley.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, JULY 9.

A NEW TREASURY REGULATION.

The expiration of certain articles of the treaty of Washington and a new ruling of Hon. Daniel Manning, Secretary of the Treasury, is going to disturb the existing state of affairs in many particulars, among which more especially one relating to the interests of lake navagation is the following:—

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
WASHINGTON, D. C., July 2, '85.

To Collectors of Customs.

Notice having been given by the proclamation of the President, dated January 31, 1885, of the abrogation of Articles 18 to 25 and Article 30 of the Treaty of Washington. Collectors of Customs are hereby notified that Article 844 of the Custom's regulations of 1884, which is identical with Article 19 of the regulations of March 30, 1875, made pursuant to Article 30 of said treaty, will cease to be in force from and after this date.

Shipments of merchandise in transit from one port or place, within the territory of the United States to another, by a route *a part of which is by land carriage through the Dominion of Canada, and a part by the great lakes and rivers* connecting the same, or by the St. Lawrence, in either British or American vessels, from ports on the northern frontier of the United States to ports on the Canadian frontier for transshipment to railway cars, and from points on the Canadian frontier at the termini of railway transportation to ports on the northern frontier of the United States, will hereafter be treated in all respects as ordinary importations from foreign contiguous territory.

DANIEL MANNING,
Secretary.

This order has created quite a panic among Canadian officials and railroad magnates in Canada and they are studying it with a view of ascertaining its true inwardness, or, in other words, the scope of its meaning. The fact cannot be disguised that it is a drive at the Canadian Pacific and other railroads running parallel with the course of the lakes and is intended to insure transportation of American goods by American carriers, either entirely by rail, or by lake and Erie canal to the seaboard. But the question arises, "Will adherance to this ruling discriminate against American ports on Lakes Ontario, Oswego, Ogdensburg, ect., by including in the order the transit of goods through Welland canal, a strictly Canadian improvement, and which, by recent action of the Canadian officials has recently made a strenuous effort to take the bulk of grain traffic from Erie. It is well known that under the treaty of Washington, certain privileges were granted to American shippers which, also, to a certain extent benefitted Canadian railroads, such as Article 844, relating to customs and navagation of the United States, and which the framers thonght would be a benefit to the merchant marine of this country. This theory, however, during the force of the law, has been reversed as it has been ascertained that it has worked to the detriment of American lake vessels and also to the railroads of this country, Canadian railroads having carried much American freight from and to certain points in Canada for transshipment again to American ports. Which in effect is an apology for free trade without any of the benefits of free trade reverting to American carriers. As far as we can analyze this order, which is ambiguous in its application to goods in transit through Welland canal, it will work good to American lake vessels, inasmuch as they will now have the oppertunity to carry the freight heretotore shipped over Canadian railroads. If this order includes Welland canal, which we do not believe, lake vessels will not reap any benefit and Lake Ontario ports will suffer accordingly. The regulations which this new order abrogates, is as follows:—

"Goods in transit from one port or place within the territory of the United States to another a part of which is by land carriage through the Dominion of Canada, and a part by the great lakes and rivers connecting the same or by the river St. Lawrence, may be transported by water in either British or American vessels from ports on the northern frontier of the United States to ports on the Canadian frontier for transshipment to railway cars, and from ports at the termini of railway transportation, to ports on the northern frontier of the United States in either British or American vessels.

If the goods are subject to duty they must be shipped under the ordinary transportation and entry bond and if the character of the goods will admit of it must be duly cordid and sealed.

Special manifests in triplicate shall be prepared at the port of shipment on merchandise prepared in this manner, describing the merchandise and setting forth the route over which it is to pass, one copy of which shall accompany the merchandise and be kept in custody of the the master of the vessel, or conductor, one copy be retained by the collector of the port at the place of shipment and the third copy forwarded to the customs officer at the port or place of shipment where the merchandise shall be returned to the United States.

At the first port or place of transshipment in Canada the merchandise or the packages thereof if corded and sealed, shall be examined and compared with the special manifest accompaning the same, and the result thereof certified to by some officer of the United States or Canadian customs, the manifes shall then be passed over to the conductor of the cars into which the merchandise shall be laden for transportation through Canada. Examinations in the same manner shall be had at the second place of transshipment, or at the terminus of railway transportation, and at the port or place wher the merchandise shall be returned into the United States. On arrival of the merchandise at the first port in the United States after transit, it must be immediately reported to the collector or other chief officer of the customs by delivery of the manifest sent with notice of such arrival and of the place where vessel and merchandise are to be found, indorsed thereon to be signed by the master of the vessel or consignee of the goods, and such merchandise shall be delivered into the actual custody of the proper officer of the customs.

When merchandise is transported by water to be transferred to cars or other vehicles for transportation by gland, if the transfer to the cars or vehicles be not immediately made the customs official supervising such transfer will retain the manifest accompaning the goods and check the cargo into a store-house, to be under customs lock or seal.

At the time of loading of the merchandise on cars, a special manifest will be prepared for each car and certified and forwarded therewith, and the quantity of goods loaded upon each car will be indorsed on the original manifest arriving with the vessel, so that such manifest will show that the whole shipment has been forwarded. The original manifest well accompany the last shipment of the goods to their destination.

At the port of final destination in the United States, the special officer will check off the portions of the invoice as they arrive upon the copy of the manifest, forwarded by mail from the port of original departure, and on arrival of the last portion, such copy shall be compared with the original manifest arriving with the merchandise."

The Oswego Times Express does not take well to the new order of things and, although it is a protective paper, it evidentally thinks that policy should not work both ways.

It says: "It does not take much of an eye to see that such a ruling leaves our milling and starch factory firms at the mercy of the railroads, and excludes Oswego vessels from the through carrying business entirely. In short, it will operate as an entire prohibition of all vessels so far as the through business with American ports is concerned."

We think the Times has misconstrued the new regulation, in regard to transit through Welland canal, and it, therefore, argues from a false basis. It will be seen by the words set in italics in the new rule printed above that traffic through Welland canal is not included in the new order as the goods are not transported in part by land, and the only enhanced cost of the Welland canal traffic will be a custom house fee of about 90 cents on each shipment, which includes customs blanks, as the goods will be subject to inspection. We do not, therefore, hesitate to assure our readers, that there will be no change in the present system regarding Welland canal, unless it is made by the Canadian officials, as reprisal for the business of which they will be deprived. The question is sure to be called to the attention of Secratary Manning before many days and an official opinion on the matter will soon be laid before our readers.

The total amount of iron ore and pig iron shipped from Marquette this season up to July 1 is 184,646 gross tons.

THE LIFE SAVERS.

Captain D. P. Dobbins, Superintendent of the 9th Destrict, Life Saving Service, appeared at this port yesterday, made his quarterly inspection and put the crew through the signal code drill and made them exhibit their proficiency in getting to a wreck all of which was done in good shape. It will be remembered that in their efforts to rescue the crews of the schooners wrecked on our shore in the fall of 1883 the surf boat capsized three times, thus delaying the aid the crew were eager to render. This emergency has been provided for by Captain D. P. Dobbins, by the invention of the self-righting and self-bailing boat, in which the crew went out yesterday. The boat was capsized four times, but it simply rolled over and righted itself, with the crew all on deck, the boat bailing herself as dry as a duck's back. All the stations are provided with these boats, and it is safe to say that no better can be conceived.

At the close of the drill Captain Goodwin conducted the party to the parlor of the station, when Captain Dobbins, who, by the way, is the right man in the right place, made the following presentation address:

"I have the honor of being commissioned by the government to deliver to the brave hearted storm warrior, who fought, suffered and even won the triple victory over the elements and rescued the imperiled crews of the Minch, Merrill and Johnson from a watery grave. The details of the disaster to those vessels you are no doubt familiar with, as they occurered quite recently and at your very doors. I will only say that our government has honored my statement and the judgment I exercised, has approved and adopted my recommendations and honored these brave hearts with first class gold life-saving medals, which, with your permission, I will now deliver to the parties to whom they are awarded.

"The efficiency of the Life Saving Service dates back to its reorganization by its present able and faithful manager, S. I. Kimball, Esq., who, with reasonable economy has made great improvement in the order of the day. I merely note the greater improvements:. First, the Lyle gun and its line bearing shot as superior to the rocket for line bearing purposes. Second, the braided shot line as superior to the old fashioned laid line. Third, McLellan breech gun and apparatus carriage as superior to the old style handcart. Fourth, the Dobbins self-righting and bailing lifeboat as superior to the open surfboat, which is liable to swamp, and to the English self-righting and bailing lifeboat for transport, operating, and security. With these improvements and others coming, we purpose to save all and not allow a life to be lost. For statistics we have to show that from November 1, 1871, to the close of the fiscal year ending June 30, 1883, these have been as follows in the United States Life Saving Service:

"Total number of disasters 2,108, value of vessels $24,521,640, value of cargoes $11,999,734, value of property involved $36,521,374, value of property saved $23,736,992, value of property lost $42,784,382, number of lives involved 18,764, number of lives saved 18,338, number of lives lost 426, number of persons succored 3,729. One hundred and eighty-three of these were lost at the disaster of the steamers Huron and Metropolis on the Jersey coast when the stations were not open and in commission. During the year 1884 there was saved from peril 1,245 lives, and property in value $515,468, in this ninth district of the Life Saving Service composed of Lakes Erie and Ontario and the Ohio River to Louisville. Is this not a record we may well be proud of? Let us go on in our good work and by our deeds merit the good will and confidence of our government and the seafaring men."

Superintendent Dobbins then called on Captain C. C. Goodwin, Lawrence Distel, John L. Everleigh, William Goodwin, Fred T. Hatch, and Delos Hayden to step forward, to whom he said: "I have the honor, sir, to place upon your breast the first class gold life-saving medal awarded you by the government for signal heroism in saving life October 31st, November 1st and 11th, and I hope it will give you as much pleasure to wear them as it does me to present them."

I have delivered to Joseph Goodloe, Charles Leonard and Jay Lindsay the gold medals awarded them at their homes in New York, and my mission is fulfilled. Gentlemen, you have my best wishes for your future. After twenty-five years experience on shipboard as boy, man, master and owner, on fresh and salt water, and the last nine years' experience as superintendent of the Nluth district of the United States life-saving service, I have personally participated directly or indirectly in many life boat rescues, through which many human lives and much valuable property have been saved from destruction. May you be permitted to wear these valued tokens of merit as long and with as much pride and satisfaction as I have been permitted to wear this token from the citizens of the city of Buffalo for the saving of life with a life boat some thirty-two years ago, on this very treacherous Lake Erie.

Each of the recipients received

A LETTER FROM SECRETARY MANNING,

as follows:—

TREASURY DEPARTMENT,
June 23, 1885.

SIR: I have the honor to transmit herewith a gold life saving medal which has been awarded you under authority of section 7 of the act of June 20, 1874, and section 9 of the act of May 4, 1882, for signal heroism in saving life, October 31, November 1 and 11, 1883. I have the honor to be, very respectfully,

D. MANNING, Secretary.

A. A. POMEROY

of the MARINE RECORD, responded in behalf of Captain Goodwin and the crew as follows:

Captain Dobbins: On behalf of Captain Goodwin and this crew of life savers, who have been so gracefully honored by the government of the United States through you, and on your recommendation, let me thank you and the government which you represent. The Life Saving Service, as you say, has become one of the noblest institutions of the country, not only in the saving of human life, which is precious to everyone, but also in preserving to the citizens of the country much material welth, manifested by the valuable statistics just recited by you. Again, Captain Dobbins, let me thank you for these tokens of esteem from the government for the life savers, not for their intrinsic value, but for the confidence it gives them that the watchful eyes of the country are upon them and ever ready to reward merit, and which takes this method of acknowledging bravery, a system which prompts to emulation all who are in the service as life savers.

After this evidence of good will and indulgence on the part of the officials at Washington, the party was invited to sit down at tables where Captain Goodwin and his estimable wife had prepared a banquet fit to be graced by the President.

YACHTING AT CLAYTON.

Special Correspondence of the Marine Record.

A national salute at sunrise. The morning did not look inviting, but cleared up. From six to eight thousand people in town to see the fun.

In the first class sailing race the following boats contested: Tornado, Laura No. 1, Laura No. 2, Mamie A. Mamie A took first money. In the second class the Showdon, first purse, Mabel second money, Midnight, third. A number of first-class yachts did not sail. The wind was west and light, and it was 6 o'clock p. m. before races closed.

The steam yacht race was the most exciting. The following were the boats: Jessie Bain, Juniata, of Clayton, Jessie N. of Alexandria Bay. The race was called at 4 p. m. The signal was given, the Jessie Bain taking the lead, Jessie N. second, and Juniata third. The Jessie Bain led around the first buoy a number of rods, followed by the Jessie N., the Juniata nowhere. On rounding the upper buoy something went wrong with the Bain, and the Jessie N. closed up and passed her, but down to the next buoy it was nip and nip between the two boats. In turning the lower buoy the Jessie N. took the lead and won the race, the Juniata dropping out. She only went in to fill up.

The question was asked by hundreds, will Hanlon and Lee row to-day? They rowed at Sylvia Lake on Friday afternoon. The train on the Ogdensburg road was one hour late. Superintendent Hammond, of the Utica & Black River road, however, sent them down on a special car, when they arrived in due time.

After 6 p. m. the wind died down to a calm. The scullers moved up from Dr. Bain's boat house, and took their places. At the signal away went the flyers. The river was lined with steamboats, steam yachts, sailing yachts and pleasure boats, loaded with people, to see the fun. They moved around the course twice and Hanlon won by a length, but the hungry sight seers were satisfied. They had seen the boys row, but just a pull, to settle their dinner. So ended the glorious 4th.

Sunday.—Hanlon and Lee went out for a little spin this morning, as the river was like a mirror, going to Bartlett Point, down to Round Island, and back.

BENJAMIN.

THE death of Commander Henry H. Gorringe was announced on the 6th inst. Mr. Gorringe served through the late unpleasantness, in the Mississippi squadron under Farragut, and was several times promoted for gallantry in action. He was a man of positive opinions and ventured to criticise the policy of the navy department in regard to its system of contracting for the construction of ships, for which he was disciplined, which occasioned his resignation. He afterward was a leader in the formation of the American Shipbuilding Company, with a capital stock of $250,000, but the enterprise, coming in competition with three large establishments, was compelled to succumb and Mr. Gorringe was made receiver and settled the affairs of the firm. His funeral took place yesterday.

MILWAUKEE.

The wrecked schooner Gipsy has gone into dock. She will require an almost entire new bottom at a cost of $2,000.

The local inspectors have refused the tug Kitty Smoke a certificate to do harbor towing, claiming that the hull is unseaworthy. An appeal has been taken and Supervising Inspector Cook will examine her when he comes from Detroit to inspect the propeller Imperial, refused a certificate to carry passengers.

PORT COLBORNE.

One of the crew of the schooner Clyde arrived here last night and reports the Clyde ashore on the southeast reef at Mohawk island, and about two feet out. The man was sent here with a conveyance after a tug. The vessel went on during very foggy weather this morning. She is bound from Toledo, loaded with lumber, for Kingston. She is owned by James Norris, of St. Catherine. Tugs have gone to her assistance.

DETROIT.

Special to the Marine Record.

July 7.—The situation as regards shipping affairs in this immediate locality has not varied to any extent from that of the week previous, a condition which usually prevails at this portion of the season; yet at the present writing the charters are few and wide apart.

An instance, and the first of the season, was the falling off to 3½c. on wheat to Oswego, the vessel being the Geo. B. Sloan, and it may be added that she was homeward bound, and if necessary was to retire for the time being; better there than in a foreign port.

There has been no deviation in rates between Detroit and Buffalo, which continue firm at 1½c. on wheat, and the same from Chicago. The discrepancy seems to many outsiders something of a puzzle why it is that a vessel takes grain from the one point at the same rates as the other, twice the distance, why do not more of them load at Detroit, and more especially the big fellows? To a party at home with the facts, this enigma needs no explanation, yet for the enlightenment of the uninitiated it may be remarked that while there are fewer cargoes shipped from Detroit, vessels of large tonnage are seldom wanted here, the grain as a rule being shipped in small lots, say, from 18,000 to 20,000 bushels, and these, as has been noted above, few and scattering.

The propeller Wisconsin, which has had an extended sojourn here for repairs and is occasionally spoken of, did not take her departure from here until Monday, looking apparently in finer condition than on leaving when first completed. She had a fair representation of excursionists, and with the present aspect of the weather, the voyage no doubt will be a pleasant one.

The steambarge S. C. Hall has had her boilers thoroughly overhauled at this port.

There is general complaint on the part of numerous steambarges as to what they shall do in the present trying emergencies. Lumber freights are scant and coal don't pay, and they have finally concluded to do "that" first which is to compete for vessel towing, and right here is an instance worthy of note: The steambarge John N. Glidden passed down yesterday with five schooners, the tow bill for which amounted to over $800. Now for the next, yet they are of daily occurrence.

O'Neil & Arsenean, the popular vessel reporters here, had one of their boats smashed the other day by the steamer Sappho, yet not discommoding them from the regular performance of their duties.

It is pretty generally believed that rafting through the lakes and rivers this season will be more extensive than any former season on record. The timber trade also will be more than usually large. Stave shipments are far less than in former seasons and the few that are going eastward are chiefly to Kingston and other points on Lake Ontario. There was a period not long back that this commodity during the dull period predominated over all others, consequently the present decline is deemed more than usually remarkable.

A raft, while in tow of a tug a few nights since, was broken up on the head of Fighting island, Detroit river.

If there is one thing more than usually abundant in the waters hereabout it is the steamboat; the number is legion.

Every one of spare means must have his yacht, no matter whether he can meet outside contracts or not. Like other craft they not unfrequently get into difficulty, though one would suppose there was sufficient depth and space in the Detroit river for them to go anywhere. One of the emtryo run well out on Belle Isle, the other day, but was released by the tug Oneida.

The steambarge D. C. Whitney, and her consort the Wayne, are freighting wheat from Duluth to Buffalo at 4c.

The tug Mocking Bird, of Moffat's line, which went to the release of the schooner J. G. Masten, in the Straits, returned with that vessel and took her on to Ashtabula, her destination.

Captain W. B. Morley, the well known ship owner, of Marine City, was relieved of a tumor on Saturday, at St. Mary's hospital in this city, by Dr. McGraw, since when he has been gradually improving, and it is hoped will be all right again in a few days.

Frequent charters are being made here for the transfer of coal from other ports to Lake Superior, principally Cleveland and Toledo.

During the fiscal year, ending June 30, 1885, there were licensed at the port of Detroit 263 coasting and foreign vessels, also seven pleasure yachts and eight fishing vessels.

The tug Quickstep came near capsizing on Wednesday while attempting to take a vessel from a passing tow by getting under the tow line, thereby losing her smokestack, and damaging her upper works. While endeavoring to extricate herself she backed over the slack of the tow line which straightened up and nearly capsized her.

The tug Kate Williams struck on Ballard reef the other day, and was hauled off by the Charlton, not seriously damaged

Mr. A. N. Moffat, manager of the Star line of steamers at this port, is on another visit to Chicago to clear up the steamboat Saginaw's difficulties. It would appear that when the boat was recently sold to Tillotson and others, only $1,000 were paid toward the purchase. As the public are generally aware, she was not allowed to carry excursionists out of Chicago, which has probably deferred further payments. A Chicago party now offers $6,000 for the steamer, which doubtless will be accepted if the party of the first part does not come to time.

The tug Martin Swain has arrived safely at Buffalo with a large raft.

The schooner Erastus Corning stranded at the St. Clair flats, but was soon after released, unharmed.

Thieving along the docks continues without abatement, and all sorts of articles are being taken, while the miscreants are uncaught and unknown. Hawsers and rope are their principal plunder.

During the month of June there were 102 casualties on the lakes, and of this number 37 were from stranding, 16 collisions, 6 fires, 7 ashore, 1 capsized, 1 foundered, 11 sprung aleak, and 23 disabled; 4 passed out of existence, and with them a decrease of lake tonnage of 1036 tons, the C. J. Wells, 549 tons, Buckeye, 352 tons, American Eagle, 46 tons, and J. J. Hill, 89 tons. There were 18 deaths, 10 accidental and 8 from natural causes. The number of disasters this season for the month of June exceed those of last year by 2. The valuation of property lost last year was $154,600, while this season it will be a trifle above those figures, although the estimate, at this writing, has not been made up.

Peter Peterson, a Detroit sailor, was drowned in Maumee Bay on the 1st inst. Beyond being mate of the barge Monitor, nothing is known of him here. He had no family.

On the 4th instant the revenue steamer Fessenden, lying a short distance from the dock, at anchor, gave a thundering discharge from her cannon from either quarter. It had to be done even though it played destruction to numerous office windows near at hand, for, be it known that this notable craft would have it understood that she is monarch of all she surveys, and that her rights are indisputable, which may be inferred from the following incident: The steamer Alaska, was nearing her dock on the evening of the 4th, with excursionists on board. The revenue vessel, which could not have been ignorant of the Alaska's near approach, swung out from a dock where she had been lying, across the bows of the former, and but for unusual promptness in stopping and backing, sad havoc would have been the result.

Thus far nothing has been done toward repairing the steambarge Morley, which was brought here a short time since from where she was wrecked last fall on Lake Superior. The insurance claim that all that is requisite on their part is to place her in as good condition as she was before the accident happened, while on the other hand the owners abandoned her as a total loss and want their policies paid in full.

The new steel steamer Tioga passed up on Thursday without calling, and notwithstanding she is credited with great speed, there was no fire or smoke visible on the Detroit river, and it was the opinion of several experts that she made no better time than her rival, the Jewett.

The appointment of Captain W. D. Robinson as supervising inspector at Buffalo is hailed here with much satisfaction. No better could have been made.

Excursion steamers of all classes did a lively business here on the 4th, while the throng, passing to and fro, did not fall short of 50,000, and not an accident. It would be strange indeed if there were not some exceptions on such occasions, and this was notably the fact on board the steamer Northwest, which took a party of excursionists to Put-in-Bay on the 4th. On the return a party of roughs who had imbibed too freely while at the island, became hilarious and commenced insulting some ladies, and riotous proceedings became the order of the occasion which were revolting in the extreme. Every effort on the part of the captain and his officers to restore order were of no avail until the hose was brought to bear upon the ruffians and with a supply of water, in this way they were partially sobered down. Nobody was hurt, but many mightily scared.

The steamer Island Belle narrowly escaped destruction by fire while lying at her dock at Gibraltar Monday night. Fire, by some means, caught in a bale of straw on deck, but fortunately the captain discovered it in time to prevent serious damage.

The owners of the barge Plymouth, recently rebuilt at Algonac, concluded to change her name to Willam Baker, and it was accordingly painted on in fantastic shape, and the authorities at Washington so informed, but they were soon notified that it could not be done, when the old name was restored. This is the second instance within a short time that parties have been snubbed in this way. Let well enough alone, is the order of the day at the fountain head.

Harbor Master O'Neil, of Detroit, has notified the masters of steam craft not to pass too near the wharves, as the swells, caused by their too rapid movement through the water, often cause damage to vessels alongside the dock. A few weeks ago the big transit steamer Lansdowne passed within 50 feet of the dock, foot of Woodward avenue, causing a small tug to strike heavily against the dock, damaging her considerably.

Justice Harlan has under advisement the question of priority of liens on vessels between mortgages and home supplies. Having heard an oral argument on the question at Milwaukee and received the briefs of Messrs. Rae and Kremer at Chicago for the home-supply men, he is expected to render an opinion about the middle of July. The question is one of considerable importance.

HALL.

BUFFALO.

The canal tug Ella B. will be sold by auction by reason of foreclosure of chattel mortgage held by Louisa Raunstein. The sale will take place on Lake street bridge on the 16th inst.

A survey was held on the 6th on the schooner J. G. Masten, which was recently ashore on North Fox island, by Captain George McLeod, for the underwriters, and Frank Williams for the owner. It was found that her keel, was badly used up and will have to be renewed. Quite a number of bottom plank will have to be replaced.

The Niagara range lights have been put in position and were lighted up on the 5th.

Collector Bissel has appointed Robert Whitewell assistant light keeper at Dummy lighthouse, thus relieving Mr. Hill from that position and giving him an opportunity to attend to the Niagara lights.

The harbor tug Alpha and canal tug Oneida were libeled on the 3d on account of damages caused by a collision in the harbor on May 13 between the corn laden barge Manitowoc, towed by the Alpha, and the canal boat Barnard, towed by the Oneida. The canal boat, which was loaded with wheat, was towed into the Watson elevator slip, where she sunk, wetting about 2,000 bushels of her cargo. The tugs were bonded.

The propeller Gordon Campbell got a new wheel at the Union dock.

Captain J. W. Moore, who has been suffering from a touch of paralysis, is able to be around again.

The propeller R. Freyer, which went on the beach slightly at Point Abino, was found to be leaking after she discharged her cargo at Tonawanda and went in the Union dock for repairs.

KINGSTON.

Captain Hurley has disposed of the steambarge Robert Anglin to Captain Waters, of Belleville, for $2,500.

A barge measuring 177 feet long and having 37 feet beam and 11 feet depth of hold was launched at Garden Island on the 23rd ult. She was named the Dakota, and has been purchased by the Kingston and Montreal Forwarding Company.

The schooner McLellan, which sunk early in the season at Brockville, was pulled into Millens Bay and grounded. Her cargo of lumber was removed, when she was pumped out and floated. She then cleared for Dexter to receive repairs.

The News says the Kingston & Montreal Forwarding Co., for want of business, have been forced to lay up their barges. At present freight rates there is no demand, and there is in store all the grain that the regular lines can carry for a month. The coal trade of the company is just as demoralized. Of the twenty-two barges owned by the line, only six are employed in the coal trade, and they were chartered for the season, while ten have never been in commission, and the running six are now being laid up.

ERIE.

The tug Thompson and tug Erie, in running for a tow last Friday collided. The Thompson's pilot house was carried away and her stern crushed in.

Anchor line officials are talking of laying up the propellers Annie Young and Gordon Campbell and chooners Allegheny, Schuylkill and Sherwood unless the rates improve.

BAY CITY.

Special to the Marine Record.

The captain of the barge B. B. Ischam, ever anxious to make an honest penny, thought it would be the proper caper to turn his barge into an excursion boat on the 4th of July and take the natives out on the Bay where they could indulge in the dizzy and dreamy waltz on the decks of the gallant Mary Jane. But after all his financiering he found himself in the hole to the tune of about $7. The captain has concluded that the excursion business is a little out of his line.

There are a large number of barges lying in ordinary at this port, and it would be well enough for owners intending to send their craft here for loads to secure the charter before they come, as they may get left as many others have.

The barges Transport, G. D. Morris, and Journeyman have been in this drydock during the week, the former for new plank on her port quarter and the latter for a thorough recalking.

On Monday there were, by actual count, fifty-one steambarges and barges lying at this port, and two-thirds of them are "waiting for the turn of the tide."

The new steamboat Alexander Folsom, owned by Mitchell & Boutell, made her trial trip on Friday last, after having shipped her center board, which was successfully done at Wheeler's shipyard. She was inspected on Saturday by Messrs. Cole & Leighton, the United States Inspectors, who pronounced her A1 in every respect. She registers 520.98 tons, and her official number is 106,863.

The tug Edwin Eddy, of the C. S. & C. line, has gone into commission again, and will work at the mouth of the river.

The schooner Belle Hanscome towed out with the propeller Hubbell this trip.

The excursion steamers did a rushing business on the 4th. The propeller St. John run in connection with the river line, while the steamers Metropolis and Saginaw Valley gave excursions to Saginaw Bay and return.

The Canadian schooner Maggie McRay is in the river loading square timber at the Keystone docks. The McRay was the only schooner in the harbor on the 4th of July, flying the English colors.

The tug Harley had three barges in tow at one time on Thursday, which is a thing of very rare occurrence in these hard times.

The propeller Passaic and consorts, Hattie, Elma, Superior, and Senator Blood, arrived in the river Sunday.

The propeller Passaic loaded at Whitney's mill for Buffalo this trip.

Captain James Davidson's new tug, which was launched at Bay City last Saturday, is 65 feet long, 15 feet beam and 8 feet depth of hold. She has a powerful engine with an 18x30 inch cylinder, steel cranks and all the latest improvements. The boiler is 12 feet long, and 6½ feet shell. The new tug was built to sell and cost $8,000. She has not yet been named.

Captain Riley Burlington has invented a new game for bachelor sailors. It is called "pig," and is a great favorite with the boys. Riley says there is more money in this game than there is in barges or wrecking.

The dockwollopers on the arrival of the Black line up town, Monday morning, concluded to strike for from 30c. per hour to 40c.; but the captains of the line have had instructions to pay only 30c. per hour, and as a result the captains telephoned to this city for crews, while others got a crew of Polocks. The strike at this time of the season is considered a very foolish move on the part of the wollopers, as there are hundreds of men who are out of work and who are only too glad to work at 30c. per hour, or even by the day. It is thought the present strike will be more of a benefit to barge men than a detriment, as it will probably save the usual fall strike. Later advices say the strikers went to work at the old rate.

All the mill hands in the city with the exception of two or three mills, are on a ten-hour strike, and as a result most of the mills have shut down, most of the owners saying it is just what they wanted, as they are short of dock room and have repairs to make.

SHAW.

DULUTH.

The Beatty line has contracted to carry 7,000 tons of steel rails from Sarnia to Duluth. The rails came from Liverpool by the Allan line and are transported to Sarnia over the Grand Trunk railroad.

ADVERTISEMENT.

PROPOSALS FOR HARBOR IMPROVEMENT.

U. S. ENGINEER OFFICE,
OSWEGO, N. Y., June 28, 1885.

Sealed proposals in triplicate will be received at this office until 11 o'clock a. m. on the 30th day of July, 1885, for the repair of the Buffalo breakwater.

Specifications, blank forms and instructions to bidders may be had on application to this office or to the U. S. Engineer office at Buffalo, N. Y.

EDWARD MAGUIRE,
Captain of Engineers, U. S. A.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XXIV.

During the season of 1837 the necessity of shipping papers, to be signed by seamen, was acknowledged and a move was made to adopt and enforce such a regulation. At a meeting called for that purpose the following preamble and resolutions were prepared and signed by masters of vessels as appended:

WHEREAS, The shipping of Lakes Erie, Huron and Michigan and connecting rivers having been subjected to great jeopardy, inconvenience, and in many cases to extortionate wages of crews, in consequence, it is believed, of the bad regulation, a want of regulation in shipping of seamen; therefore, for the better regulation of this important business we, the undersigned masters of vessels and owners, do make and enter into the following agreement which we pledge our honors faithfully to maintain and comply with, to-wit:

That no vessel under our command or of which we have the agency or control, including steamboats, ships, or any other lake or river vessels, shall be without articles or shipping papers, and that every person employed on the sail vessels or steamboats shall sign said articles and be governed by them.

We also agree to use all honorable means in our power to have this regulation complied with and to have every master and owners of vessels or boats sign the agreement and be governed accordingly on the lakes and rivers above named:

Steamers Columbus, Augustus Walker.
James Madison, R. C. Bristol.
Sandusky, T. J. Titus.
DeWitt Clinton, A. H. Squier.
Commodore Perry, D. Wilkeson.
Michigan, Arch Allen.
North America, J. L. Edmunds.
Governor Marcy, Wm. Gorham.
Uncle Sam, C. A. Milliken.
United States, John Shooks.
Robert Fulton, Robert Hart.

Schooners Benj. Barton, Capt. Humphrey.
Antelope, O. Shepherd.
Florida, Captain Randall.
E. Bancroft, Captain Benjamin.
Nancy Dousman, Capt. McLane.
Lasalle, Captain Sutliff.
Marengo, Captain Disbrow.
Marshall Ney, Captain Allen.
Indiana, Captain Joy.
Texas, Captain Edgecomb.
Napoleon, Captain Langley.
Young Amaranth, Capt. Weatherlow and 45 others.

Prices of down freights on Lake Erie in 1836, to Detroit, Cleveland and all ports on Lake Erie: Flour, 25c., Buffalo charges, 5c. per barrel; rye, wheat, and all grain, 8c., Buffalo charges, 2c. per bu.; beef, pork, ashes, whisky, 10c., Buffalo charges, 3c. per 100 lbs.; skins and furs, 25c., Buffalo charges, 6c. per 100 lbs.; staves from Cleveland, $5 per m., Buffalo charges, $1.25 per 100 m, net.; staves from Detroit, $6 per m., Buffalo charges, $1.25 per m, net.

Prices of freight, Buffalo charges of 10 cents per 100 lbs. included, on Lake Erie and the upper lakes in 1837, were as follows per 100 lbs.:

	Vessels.		Steamers.	
	Heavy..	Light.....	Heavy..	Light.....
From Buffalo to Dunkirk,	28c.	36c.	37c.	46c.
Grand Riv'r and Clevel'nd,	34c.	46c.	44c.	60c.
Maumee Riv'r and Detroit,	38c.	50c.	48c.	64c.
reen Bay and Mackinac.	95c.	100c	....	95c.

All goods for the upper lakes must arrive at Buffalo by the 15th of September, and for ports on Lake Erie October 15.

Following were the prices of down freight on the Erie canal: Flour per barrel, 80c.; ashes, provisions and whisky per 100 lbs., 50c.; grass seed per 100 lbs., 60c.; tobacco per 100 lbs., 60c.; corn and wheat, 25c. per bu. of 60 lb. weight; feathers, furs, and all light articles per 100 lbs., $1.10; wool and hemp per 100 lbs., $1.00.

The steamboat Buffalo, Captain Levi Allen, was commissioned in 1838, and commenced plying, making two or three excursions to the upper lakes. She was a craft of good design and speed, 613 tons, and low pressure, built at Buffalo. She was converted into a barque in 1848, and subsequently lost on Lake Michigan.

The steamer Chesapeake also came out in 1838, commanded by Captain D. Howe; built at Maumee, 412 tons burden, and low pressure. In the month of June, 1846, while in command of Captain N. H. Warner, she came in collision with the schooner John F. Porter, one morning about half past twelve o'clock, some five miles off Conneaut, with the loss of about thirteen lives or thereabout, though never definitely known. Some two hours after the collision, when every possible effort had been put forth by means of the pumps, she was brought to anchor and gradually went down in forty feet of water. The passengers numbered between forty and fifty, an unusual proportion being women and children. Captain Warner's wife managed to reach the masthead and remained there after the steamer sunk and until rescued by the Harrison. The passengers lost all their baggage, not a single trunk being saved. She had on board about thirty tons of freight, mostly dry goods and groceries, for Sandusky City. The schooner belonged to D. N. Barney & Co., of Cleveland, and had on board 4,600 bushels of corn, owned by a gentleman in Connecticut, and 76 barrels of pork, owned by a New York dealer. The steamer was owned by the Sandusky & Mansfield Railroad Company, who purchased her the winter previous for $15,000. There was no insurance. Among those lost were George Van Doran, of Lower Sandusky; Mrs. Hock, of Watertown, N. Y.; E. Conn, of Belleville, O.; and S. York, of Tiffin, O. Of the crew lost were R. Sutherland, first engineer; O. Wait, second porter; R. McMann, a deck hand, and also D. A. Folsom, of Rochester, N. Y., a passenger. The books were lost and not all the passengers were booked. This terrible calamity was not without its incidents, on the part of one of the passengers at least, who was marvellously cool throughout the trying ordeal. While the Chesapeake was lying at anchor, gradually sinking and just before she went down, a gentleman sought out his wife who was standing on the hurricane deck and thus accosted her:

"Well, wife," said he; "that long mooted question will very soon be settled with us."

"What do you mean?" said the wife; "to what question do you refer?"

"Why," said he; "the question whether that old Red Dragon had seven heads and ten horns or ten heads and seven horns."

"Oh, husband!" said the lady; "how can you jest at such a time?"

In about ten minutes' time the boat went down, and as ill luck would have it, this imperturbable jester was saved. He ought to have had a peep at the old fellow, just enough to have convinced him that such an animal is below and in waiting for just such chaps as he. Our philosophical hero was the editor of a Sunday paper, published in Cincinnati, and his name was G. W. Bradbury. No one but an editor could talk thus in the face of death and be saved.

The most touching incident of the disaster was the case of Daniel A. Folsom, his wife and child. When the engine ceased to work, the yawl boat was manned and sent ashore in charge of Mr. Shephard, the clerk. Ten men were put on board and four women, among the latter was Mrs. Folsom. She at first refused to go without her husband. He knew it was no time to debate the question, and instantly resorted to the only argument that could prevail, by seizing the child and putting it aboard, when she immediately followed, and the husband took an affectionate leave of her at the gangway as the boat departed. He afterward joined a friend in making a raft on which they floated for some time, but supposing they could do better by separating, he took his plank alone and was never heard of afterward. His friend was saved.

Mrs. P. S. Marsh, of Buffalo, had two children and a servant girl on board. With true maternal affection, she lashed one of the children to herself and the other to her servant and refused to be put on board the steamer Harrison except as she had bound her family together.

The steamer Vermillion was also commissioned in 1838, built at Vermillion, O., 385 tons burden, high pressure, and first sailed by Captain John Shook. In 1842, while in command of Captain C. H. Ludlow, she took fire at Huron, O., and burned to the water's edge, with the loss of five lives. Subsequently she was raised, taken to Detroit, rebuilt and enlarged, and named the New Orleans.

The steamboat Lexington, built at Black River, O, by F. N. Jones and first sailed by him, was 385 tons burden, and low pressure. There was nothing of special interest regarding her history. Her engine had formerly been in the Eclipse and after the demise of the Lexington was placed in a boat called the Kalloolah and with her lost. After Jones commanded she was sailed by Captain Aaron Root, and, on a change of ownership, by Captain G Appleby, then by Captain H. Randall, followed by Captain D. P. Dobbins for a short time.

The steamer Washington, Captain Brown, came out in 1838; was the second of that name and also the last. Like the first steamer Washington, she was burned on her first trip, in June, on Lake Erie, off Silver Creek, with the loss of sixty lives.

The Fairport, of 259 tons, was built at Fairport, O., and first commanded by Captain George Miles. She was high pressure. She was in service until 1844, and burned at Algonac, which ended her career.

The Red Jacket, a small boat of 148 tons, came out also in 1838, built on Grand Island, Niagara river. She was of beautiful design and finish, plied a short time between Buffalo and Chippewa, then between Detroit and Port Huron, commanded respectively by Captains Huff, Gager, Evans, and J. W. Abbott. She was dismantled at Detroit in 1845, and her engine transferred into a new hull, which was named the Telegraph. The latter was sunk in Lake Erie in 1859 by a vessel while crossing Lake Erie from Port Stanley, at which time she was owned and sailed by Captain Richard Barrowe, of Cleveland.

The General Vance was built at Perrysburg, O., in 1838, of 75 tons burden. She plied between Detroit and Toledo and way-landings until 1844 when, soon after leaving the wharf at Windsor, she exploded midway of the Detroit river and nine lives were lost, at which time she was owned and commanded by Captain Sam Woodworth.

The James Allen was built the same year at Chicago, was of 250 tons burden and low pressure. She was intended to ply on the route between St. Joseph and the former city, but did not satisfactorily fill the bill. Captain John F. Wright purchased her and brought her to Lake Erie to run between Buffalo and Detroit, as opposition to the regular line. Captain Morris Tyler sailed her a short time, also F. S. Wheeler and J. L. Edmunds; she was finally broken up at Buffalo, never having cleared a dollar.

ABOUT INNOVATIONS.

CAIRO, ILL., June 28.

To the Editor of the Marine Record.

From the present outlook I shall be forced to maintain, for a time at least, my nomadic record, which is all the more annoying to me, as I had hoped to be able to settle down into a line of duty, where strict adherence to business would insure reasonable promotion. In my anxiety to give the RECORD the opinions as expressed by experienced boatmen, regarding the future of river navigation, I have gathered a storm of indignation about my devoted head. I was returning from the station of the Cairo Short Line, where I had exhausted my lung power in shouting "'Ere's yer omnibus for the Yarnel House," without even one passenger, when upon the front of a saloon, near the old stone warehouse, I saw the word "Notice," scrawled in an irregular hand, while underneath was a call for a meeting of the deckhands of Cairo, for the purpose of giving expression regarding certain newspaper utterances. All unconscious of having enacted any part in the drama, and with a view of getting an item, I was there when the meeting was called to order, in Bill Brown's sample room. Tim Welch called the meeting to order, and upon his invitation Joe McGuire became the permanent chairman, and Tandy McGee secretary. Tim Welch then took the floor, and after a few preliminary remarks, touching the past years of river commerce, slowly drew forth from his coat pocket the last MARINE RECORD and commenced to read, in a loud voice, my condensed opinions of prominent boatmen, as recorded in that journal. After a short discussion by several persons, "Dublin Mike," a short, heavy-set, red-headed deckhand offered the following:

Resolved, "That I want to know whatever is the mather wid yees."

"Didn't ye hear?" said Welch, in response, "that the chap says thur'l be innovations on boats in the future?"

"Inoldvations," yelled Rodney Burke, aroused to the dignity of the occasion, "in-old-jail the divil ought to be, what in the wourld did he cum from the lakes fur, anyhow."

"Innovations, the divil; shure they'll niver work, fur didn't the 'Quickstep' have two uv 'em, when she run in the Evansville thrade, an' didn't the 'Idlewild' bate the life outen 'er? Niver moind them things; no boat can make tolme agin the current wid 'em on board," broke in Dennis Shannacy.

"Ah, go on wid ye, Dinnis; shure it worn't innovations the 'Quickstep' had; it was compound engines. Innovations is a machine to load on a boat widout deckhands," said Tom Hogan.

"Is that so, Tom?"

"It is."

"An, will it have the lead as well?"

"I b'lave so."

"Do ye hear that? Do ye hear that, b'ys? Where's the thafe that put the loike o' that in the paper? Shure we'll have none o' their innovations on the river; they may have them on the lakes if they loike."

The confusion became general, for they all seemed desirous of talking at once. All efforts of the chairman having failed to restore order, the meeting adjourned *sine die*.

I have no idea how this thing will end, and as I am afraid they may discover me as the writer, you had better not send any more papers for a few weeks to Cairo addressed to me. THE SECOND ENGINEER.

PETROLEUM AS A FUEL.

About six weeks ago the railroad company began experimenting with the waste obtained by refining petroleum, says the Vallejo (Cal.) Chronicle. Two tanks were constructed and placed on the ferry steamer Solano, which plies between Port Costa and Benicia. These pipes conduct the oil to the furnaces and a jet of steam distributes the greasy stuff, which burns with a roaring noise and fierce heat. The experiment has proved entirely satisfactory and makes a saving of one-half in the cost of fuel, none other being necessary where this heretofore worthless commodity is used. Other furnaces in steamers and perhaps in the shops are to be arranged in the same manner.

The Ashland Press says that Captain John R. Wood, formerly of the Menominee Iron Range, has recently been appointed general manager of the Vaughn and Aurora mines, which have within the past month been sold to a syndicate of Illinois capitalists, all members of the Streeter Coal Company, of Streeter, LaSalle county, Ill. This company has, by good management and timely effort, secured two of the best mines on the range for a mere nominal sum. They intend to begin active mining operations at once, and are now on the ground looking the property over, with the view of purchasing suitable machinery for the same.

Two Hudson river steamers, the South America and the Mary Powell, are said to have recently made 26 miles in an hour. Other fast records are: the Mary Powell made 76 miles, New York to Poughkeepsie, in 3 h. 39 m. 30 sec., August 6, 1874. Chrysopholis, 125 miles Sacremento to San Francisco, in 5 h. 18 m., on December 31, 1861. Alida, 145 miles, New York to Albany, 6 h. 21 m. R. E. Lee, New Orleans to Natchez, Miss., 16 h. 36 m. 47 sec., on October 28, 1870. The same steamer, New Orleans to St. Louis, 3 days 18 h. 14 m. Stiletto, yacht, 26 miles in 1 h. 17, m.—*Exchange.*

The steamer Passport, of the Richelieu line, made her first appearance on the St. Lawrence river in 1845, just 40 years ago, and is the pioneer of the iron boats. Her upper works have been twice renewed, but her hull is the same. She is still one of the best boats on the line.

COMMISSIONER OF NAVIGATION.

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